Several Conferences of Gould Boards Wheeling and Lake Eric Notes Believed to Have Been Cared For-Wabash Pittsburg Terminal a Costly Venture.

George J. Gould and the directors and officers of many of the railroads that constitute the Gould system held several meetings yesterday. They discussed generally the situation of the different roads, and in particular the affairs of the Wasbash-Pittsburg Terminal Company, which has falling due on Monday interest amounting to about \$600,000 on its first mortgage bonds. Though no official statement was made it was very generally believed in the Street that a receiver for the company would be appointed within a few days. It is known that steps have been taken for the formation of a reorganization committee. Its chairman will probably be President Wallace of the Central Trust Company.

Other matters which were undoubtedly taken up by the directors were the Missouri Pacific dividend and the status of the Wheeling and Lake Erie and the Wabash.

The report to the New York Stock Exchange yesterday of the earnings of the Missouri Pacific for the nine months ended March 31, 1908, indicates that the road will a balance available for dividends of about 3 per cent. on the capital stock. In well informed quarters it was believed that the semi-annual 21/2 per cent. dividend would be passed. Six months ago it was paid in stock instead of in cash. Sales of the stock on the exchange yesterday were 39,200. The closing price was 45%, a loss for the day of 614 and about 19 points lower than the quotation a week ago. Other Gould stocks were also noticeably weak, Denver and Rio Grande preferred declining 5 points to 58, Wabash common 11/4 points to 11 and Wabash preferred 3 points to 21.

Seven millions of 5 per cent, notes of the Wheeling and Lake Erie mature on August 1. These notes are guaranteed by the Wabash and failure to pay them at maturity would mean a receivership for bota roads. There is every reason to beve that arrangements have been made that are satisfactory to the holders of the notes. As indication of this it is pointed out that the notes have advanced more than | ket. le points in the last week, and there were as for them yesterday as high as 95.

both the Wabash and the Wheeling would be very much strengthened by a receivership and subsequent reorganizaupa of the Wabash-Pittsburg Terminal. Un this account a receivership is very hasty. In fact George Gould is reported to have said, presumably after coming to a day's developments had put his system the upward path.

ine wapasa-Pittsburg Terminal Comstock of the Wheeling. The terminal apany has a contract with the Wabash and the Wheeling providing that 25 per ant, of the gross earnings of these two axes on tracks originating on the terminal company or passing over it may be used to make good any deficiency on the fixed charges of the terminal company. If the interest on the terminal company's bonds due June 1 is then defaulted and the road put into receivership it is the opinion of railroad men that this liability of the Wallach and Wheeling coachier.

railroad men that this liability of the Wabash and Wheeling ceases.

Another interesting contract which the Wabash-Pittsburg has is with the Carnegie Steel Company and was made when Ir. Gould was fighting the other railroads, with the cooperation of Mr. Carnegie, for a) entrance into Pittsburg. This was that the Carnegie Steel Company should give Mr. Gould's road, when completed, the transportation over its lines and its connections of one-quarter of all the trafnections of one-quarter of all the traf-including ore, coal and coke, of the arnegie company or its allied companies estined to or coming from points west Buffalo and Pittsburg and west from he west line of Pennsylvania projected southward, which can be reasonably well served by the road. It is estimated that when this contract finally went into effect when this contract finally went into effect late in 1906 the Wabash-Pittsburg was entitled to about 7,000,000 tons a year. In 1907 less than one-quarter of this amount was actually handled. The reason assigned generally is that the terminal company was unable to get track rights on account of opposition from other interests to more than one of the Carnegie mills. On this account the Baltimore and Ohio and the Pittsburg and Lake Erie have been able to maintain almost a mohave been able to maintain almost a mo-nopoly of this business. A railroad man is reported to have said that the expendito get these trackage rights and put the

terminal company in a position to take care of this increased business.

The Wabash-Pittsburg is admittedly overcapitalized. With only sixty miles of trackage there are outstanding \$29,500,000 of first mortgage bonds and \$20,000,000 of gold income bonds. In addition it is burned with 51 per cent. of the stock of the Wheeling which pays no dividends.

Despatches from Pittsburg yesterday stated that officials of the Buffalo, Rochester and Pittsburg and of the Grand Trunk were inspecting the property of the terminal

were inspecting the property of the terminal ors were, however, discredited in the

Street. Though the other lines of the Gould system have no obligations falling due immediately, there was some interest yesterday in the Wabash's \$6,150,000 of notes falling due May 10, 1909. These notes are secured by all of the Wabash-Pittaburg's \$10,000,000 of capital stock and \$6,600,000 of its first mortgage bonds. In the event of a receivership these would probably not cover the amount of the notes. The first mortgage bonds were

notes. The first mortgage bonds were quoted yesterday at about 47%.

The position of the Denver and Rio Grande was also the subject of discussion. This road is bringing out the bonds for the construction of the Western Pacific, which n bonds brought out for this purpose

Though Mr. Gould has postponed his trip to Europe on account of the Wabash-Pittsburg affair, he is still planning to go

GOSSIP OF WALL STREET.

One of the most prominent bankers who has taken part in the Gould financing of recent years was the authority or the statement that the reorganization of the Wabash-Pittsburg Terminal marked a turning point for the better in the affairs of the Gould reads. He argued that the capitalization of this important connecting road was so excessive that its value to the other roads in the system had been greatly impaired. It should be a great assistance to them, but to the system at large was rather a drawback under pres-ent circumstances, for the reason that the task-of paying the heavy fixed charges and meeting its other requirements was altogether too onerous for the importance of the road. A reorganization and a very radical scaling of capitalization, the banker argued, would put the whole system in much stronger shape than is the case at present.

It is said by men in the Gould party that Wabash-Pittsburg Terminal is unique among the roads which are admittedly overcapitalized. The novelty is in the contention that very little of the capitalization is water, for it has been generally granted that it cost \$50,000,000 to build this road of sixty miles. A more expensive bit of steam railroad construction has probably never been done. The Pennsylvania and other trunk lines fought every franchise and raised every possible obstacle, and this combined with expensive tunnels, bridge work and overhead construction into Pitteburg made the road a very expensive luxury. The contract with the Carnegie Steel Company by which the steel company guaranteed to turn over a large amount of freight was not worth the price of going to get it. ized. The novelty is in the contention that the price of going to get it.

There was considerable confusion over the relations between the Wabash-Pittsburg Terminal and the Wabash, the opinion being held in some quarters that the Wabash was a guarantor of Wabash-Pittsburg Terminal securities. There is no such relationship, but it was argued that the reorganization might nevertheless have an important effect on the Wabash. All of the stock of the terminal company is owned by the Wabash and has been pledged as security for Wabash notes maturing in 1910 and the Wabash is guaranter of the \$8,000,000 notes of the Wheeling and Lake Erie, which is controlled by the terminal company. These notes mature August 1, Last week an advance of 10 points in the bid price for them seemed to indicate that a plan for taking care of them was well advanced. That the notes will be taken care of is believed in well informed banking

The advantage of the reorganization plan to other Gould properties was not reflected the movements of the Gould stocks. All of them were very weak and imparted weakket. Missouri Pacific, which sold at 64% last week, broke from 52 to 45% and only closed a fraction above the low price of the day. Wabash preferred sold down to 20, as compared with a price of 28 last ween, and Wheeling and Lake Erie second preferred sold down to 10. Many security holders and the majority of traders apparently could not construe the reorganization as a bull

Missouri Pacific's decline was due in part to the statement of earnings made to the Stock Exchange. The statement showed that for nine months ending April 1 the company had earned but 2.89 per cent. on its stock. The showing extended little hope of an early resumption of cash dividends, and it was reported that the July 1 payment would be suspended altogether. The last semi-annual payment was made in January in stock at the rate of 21/2 per cent.

While in the early trading a large number of brokers were prevented from reaching the floor by the police lines on Broad street, a little strength was imparted by the reduction of the English bank rate and a few buying orders for London account. As soon as the market got under way, however, the traders paid as little attention to the bank rate as to currency legislation or any other feature of the money situation here. With both call and time funds obtainable on very easy terms, banking developments are considered rather academic than practical propo-

Northern Pacific was consistently strong, opening above Tuesday's closing and selling at all times above that price. As on every display of strength in the stock, there was a revival of extra dividend talk ments in the proposed Burlington deal, but belief they have long held that the extra dividend will be declared before the close of the year. That the dividend will be declared before the new stock is issued is firmly

The weakness of Western Union was a of the Wabash-Pittsburg Terminal was the cause for the loss by the Western Union of telegraph business on the Pennsylvania.

The most encouraging information fegarding the Southern Railway that has appeared in many months was contained in the statement of earnings for April. The statement showed a very large decrease in gross, but there was a much greater decrease operating expenses and a gain of \$266,000, or more than 30 per cent., in net earnings. The decrease in operating expenses was \$1,098,161 and indicated that the management has been more successful than has any other road in effecting economies to offset the decline in the aggregate volume of business. The success of the company's policy of the anti-railroad legislation in Southern States and the completion of the new financing are generally considered as marking a remarkable improvement in the prospects of the road. Last fall Southern was the railroad first picked by the prophets as heading simistic quarters no such prediction is made

London representatives of a prominen banking house cabled, over a report that Union Pacific had borrowed \$50,000,000 at 3½ per cent. for nine months and wanted particulars. The London bankers were told tain that Union Pacific, however good its credit or ample the collateral, could borrow over the year money here at 1 per cent. below the rate for such loans. In connection with this and other rumors of Union Pacific bor-rowing it is noteworthy that the Street is

OIL POR THE EASTERS AXIS Pretty Nearly Supplied by the Standard Oll

The Galena Signal Oil Company's ex-perience in lubricating axies and preventing hot boxes and other troubles the world over was the single topic considered yes-terday at the Standard Oil hearing before Special Referee Ferris at the Custom House. E. V. Sedgwick, an expert of the Galena company, told of his experiences in introducing the Galena lubricating oil in South America, where all the railroad people came originally from Missouri and you had to show them. He said that he believed that 90 per cent. of the railroads in Brazil, Chile, Peru, Argentina, Bolivia and Venezuela used the Galena product. Mr. Sedgwick had also done some oiling in Europe. In England, Denmark and Sweden the Galens oil was used on forty-two Goverament roads. Ireland, Spain, Italy,

the Galena oil was used on forty-two Government roads. Ireland, Spain, Italy, Switzerland, Algeria, Egypt, Holland and Belgium were all users of Galena lubricant. The witness also testified to the use of the lubricant on street railroads, and this led Moritz Rosenthal, chief counsel for the Standard Oil Company, to bring out by questions the information that street railroads didn't carry freight and that so far as the witness knew had no Standard Oil officers among their directors.

William Walsh, another expert, whose business is to show the railroad employees how to use Galena oil to the best advantage, told how he did his work. He said that sometimes he hired a hall and gave lectures on hot boxes. His work was confined mostly to the Chicago and Northwestern, the Chicago, Milwaukee and St. Paul and the New York, Chicago and St. Louis roads. He had passes for all the roads where he taught the use of lubricants for the Galena company, and he was not an employee of those roads. Expert MacVicar also testified to having passes on the various railroads where his work lay. He was not an employee of the roads.

The matter of passes was explained by the Standard Oil lawyers, who said that according to a ruling by the Interstate Commerce Commission the railroads were allowed to issue passes to men not in their employ but who performed expert service for them.

SCHWAB OPPOSES CUT RATES. Declares That Steel Makers Are Pursuing

Wise Polley in Keeping Up Prices. DETROIT, May 28 .- Charles M. Schwab, here to attend the meeting of the Master Boilermakers Association, was asked to-"Do you think the steel makers are

justified in keeping up prices?"
"Most emphatically I do," said Mr. Schwab. "The steel makers did not put up prices during the boom period and why should they lower them now. This was a policy I inaugurated six years ago and to vary from it now would bring on trade demoralization without selling an ounce more of steel.

"It is the small consumer that gets left in a cut rate market, when the large men can take advantage of the situation to lay in large stocks at the low prices."

NATIONAL COPPER BANK

Applies to Be Admitted to the Clearing

House Association. The National Copper Bank, which was organized about a year ago by John D. Ryan, Thomas F. Cole and Urban H. Broughton, has made application for membership in the New York Clearing House Association. the New York Clearing House Association. The bank was started originally to supply specifically to the copper business the banking facilities which almost every other branch of the trade has. Deposits at the opening were below \$10,000,000 and are now in the neighborhood of \$17,000,000. Among the directors are William A. Paine and F. Lothrop Ames of Boston; Charles F. Brooker, president of the American Brass Company; H. H. Rogers, Adolph Lewischn, H. O. Havemeyer, Jr., George R. Sheldon and James C. Bishop. Charles H. Sabin is president.

Maximum Fine of \$10,000 for Postal

PORTLAND, Me., May 28 .- A fine of \$10,000, the maximum, will be imposed on George Fred Terry, proprietor of a Waterville mail order publishing house, who was convicted in March on two counts of conspiracy to defraud the Government of postage. Judge Hale made the announcement at the conclusion of an argument for mercy on the ground that if Terry should be sent to jail it would result in total blindness and possibly cost him his life. Judge Hale said it was not the purpose of the law to deprive a man of his life or his eyesight, but that at the proper time he would impose the maximum fine of \$10,000.

Home Bank Soon to Reopen.

It is expected that the Home Bank, in the Bay Ridge section or brooks, be reopened next Thursday, all the provisions made by the State Banking Supervisions made by the State Banking Supervisions been complied with. visions made by the State Banking Super-intendent having been complied with. William E. Kay, a well known real estate dealer, has accepted the presidency and a new board of directors is being chosen under his direction. Mr. Kay says that the bank has cash enough on hand to meet the first three deferred payments as well as to ray off at once the \$30,000 due de-positors who have not signed the deferred payment plan.

Work for 10,000 Mill Hands.

PANTUCKET, R. I., May 28 .- Notices of resumption on full time next Monday were posted in the various mills of B. B. & R. Knight & Co. to-day. The Warwick, Mills, another big corporation, posted similar notices, as did the Burgess and the American Yarn Company. The total number of workers to be affected will approach 10,000.

A creditors' petition in bankruptcy has been filed against Morris Greenberg and Max Plotkin (Greenberg & Plotkin, manufacturer of clothing, 9 East Fourth street, and Judge Hough has appointed Jesse Watson receiver. Liabilities are \$23,000 and assets \$10.000. \$10,000.

Jacob Perner, manufacturer of petticosts, 190 Wooster street, has made a settlement with creditors at 25 cents on the dollar and Judge Hough has dismissed the pettion in bankruptcy filed against him on May 18.

Liabilities were about \$10,000.

An and the rumors of Union Facish bord for the purpose of the region of the Water of the North Period Court of the Water of the Period Court of the Water of the North Period Court of the Water of the Water of the North Period Court of the Court Calendars This Day.

\$2,000,000

New York, Chicago & St. Louis R. R. Co

Twenty-Five Year Four Per Cent Gold Bonds

Dated May 1, 1906

Interest payable May 1 and November 1 in New York, Coupon and registered bonds fully interchangeable. Denominations \$1,000 and \$5,000 and multiples of \$5,000. Application will be made to list bonds on New York Stock Exchange. Guaranty Trust Company of New York, Trustee.

TAX FREE IN PENNSYLVANIA

The New York, Chicago & St. Louis Railroad is controlled by the Lake Shore and Michigan Southern Railway.

The company operates a total of over 523 miles of road located in New York, Pennsylvania, Ohio, Indiana and Illinois, and forms a direct trunk line between Chicago, Cleveland and Buffalo; at which latter city it connects with the Delaware, Lackawanna & Western Railroad, thus forming a through line between Chicago and New York. In connection with the West Shore and Fitchburg Railroads it also forms a direct route between Chicago and Boston.

EARNINGS AND EXPENSES

(Taken from annual report for year ended December 31, 1907)

Gross Earnings Operating Expenses and Taxes	\$10,465,671 7,178,224
Net Earnings. Other Income. Total Net Income. Interest and Rentals.	\$3,292,447 19,213
	\$3,311,660 921,644
SURPLUS	\$2,390,016

Not earnings over three and one half times interest charges Gross earnings \$19,988 per mile of road operated

The authorized issue of these bonds is \$10,000,000, of which \$3,000,000 are outstanding, \$1,000,000 of the same having been previously disposed of. It is provided that no new mortgage shall be created upon the property of the company without also equally securing the above bonds in the lien.

PRICE 891/2 AND INTEREST, NETTING OVER 4.75 PER CENT

Circular on Request.

N. W. HARRIS & COMPANY

BANKERS Pine Street, Corner William

Harris Trust & Savings Bank

Paulo receipté, 6,500 bags; Jundiahy, 5,000. Prices as follows:

7.80 7.80 7.80 7.31 7.30 7.45 7.45 7.8734 7.8734 7.6734 7.6734 7.6734 7.60 7.60 7.60

NAVAL STORES.—Spirits of turpentine, 44%c. Common to good strained rosin, \$3.

Banker Kills Himself.

former president of the National Exchange Bank here, committed suicide this morning at his country home by shooting himself in the head with a revolver. No cause is

MARINE INTELLIGENCE.

MINIATURE ALMANAC TRIS DAY.

BIOH WATER THIS DAY.

Sandy Hook.. 7:04 | Gov. Island . . 7:36 | Hell Gate . . . 9:29

Arrived-THURSDAY, May 28.

Arrived—Thursday, May 28,
S. cruiser North Carolina, Norfolk, May 27.
Luetzow, Bremen, May 16,
S. Liguria, Genoa, May 12,
S. Floride, Havre, May 10,
Alice, Trieste, May 10,
S. Venezia, Marsellies, May 11,
S. Margherita, Trieste, April 29,
Longships, Shields, May 9,
Saxon Prince, Rosario, April 10,
Alighany, Inagua, May 24,
S. Curityba, Nipe, May 23,
Ely, Nipe Bay, May 22,
Antilles, New Orleans, May 23,
Princess Anne, Norfolk, May 27,

ARRIVED OUT.

Sa Kalserin Auguste Victoria, at Plymouth from

ew York. Ss Adriatic, at Southampton from New York.

SAILED PROM FOREIGN PORTS.
Sa Teutonic, from Queenstown for New York.
Sa Baitic, from Liverpool for New York.
Sa Bermudian, from Bermuda for New York.

Sail Monday, June 1.

Zulla, Curscoa Coamo, San Juan Sibiria, Inagua

Captain A. F. Lucas

Sun rises..... 4:20 | Sun sets...... 7:18 | Moon sets.. -

assigned for the deed.

LEXINGTON, Ky., May 28.-W. C. Smith,

M. W. Harris & Company BOSTON

THE COTTON MARKET.

Prices Irregular—Large Spot Interests Buy-

ing July-Weather Generally Favorable.

WEATHER FORECAST FOR COTTON STATES. For North Carolina, South Carolina and Georgia, partly cloudy to day and to morrow, with showers

party cloudy to-day and to-morrow, with showers in the mountain districts: light, variable winds. For eastern Florida, western Florida, Alabama, Mississippi. Louisiana and eastern Texas, fair to-day and to-morrow; light winds, mostly south-

For western Texas, Oklahoma and Arkansas,

fair to-day and to-morrow.

For Tennessee, local rains to-day and to-morrow;
cooler to-morrow.

Afternoon selling by people dissatisfied with the action of the market caused a notice-

able recoil of prices after an early advance. July ended higher, however. The next crop showed no marked net decline for the day.

The firmness of July was obvious to most

people. In the popular phrase, anybody who sells that month short is supposed to be playing against loaded dice. In other words, the

legitimate spot situation is regarded as so

strong that it seems to most people an extra

hazardous risk to sell July short. As to the

with a severe setback. Excessive rains, floods and the need of much replanting have

greatly changed the outlook from the roseate prospects of a month ago. It is true that

the weather map looked favorable enough; it was clear and warm everywhere. Liver-

pool too was at first dull and depressed and its spot sales were down to normal figures. A good many people long of the market were, moreover, selling out on the eve of the holi-

day on Saturday. Not a little selling was

done by local, Wall Street and New Orleans

traders. But though prices wavered at first,

partly in sympathy with Liverpool's weak-ness, they rallied sharply later on owing to

the unfavorable crop news, aggressive buy

ing of July by spot interests and the generally

strong situation statistically and commer-

New York and Liverpool stocks are steadily decreasing, dry goods are selling better and enormous sales of iron are reported, which,

if iron may still be regarded as the barometer of trade—and why not?—means much. It seems to mean that the country is gradually

The movement at the thirteen principal in-

The estimated receipts were as follows:

Port receipts. 8.807 7.797 8ince Sept. 1. . . . 7.941.680 9

International and Great Northern 7,000 bags: stock, 233,000. Santos declined 50 reis; receipts, 10,000 bags; stock, 799,000. Sac

CHICAGO

Railroad Company Paulo receiptè, 6,500 bags; Jundiahy, 5,000.

Prices as follows:

Open-High-Low-Clos-Prev.

ing. est. sts. stg. Close.

May . . 6.15 6.15 6.10 6.10

July . . . 6.15 6.15 6.10 6.10

October 6.15 6.10 6.05

PROVISIONS.—Lard was easier; prime
Western, \$8.70: refined Continent, \$9: South
American, \$9.60. Pork was quiet: mess,
\$14.50@\$15.25. lallow steady; city, 5%c. Butter.—Creamery, extress, 28%c. Cheese.—
State, f. c., small, colored, fancy, 14%c.;
white, 14%c. Eggs.—Western firsts, 16c.
Chicago, May 28.—"Selling by local manufacturers for its effect on the live hog market
caused a lower range and it is possible may
cause a further slight decline, but the hog
situation is developing into a much stronger
one than even the most sanguine buil has
forecast.

Prices were as follows:

Open-High-Low-Cles-Prev. SECOND MORTGAGE BONDHOLDERS' A large majority of the Second Mortgage Bonds have now been deposited under the Bondholders' Agreement of March 2, 1905, and the engraved certificates of deposit of THE FARMERS' LOAN AND TRUST COMPANY have been admitted to the list of the New York Stock Exchange. The time within which to deposit bonds under the Agreement is now extended to and including the FIRST DAY OF JULY, 1805, after which date bonds will be accepted only in the discretion of the Committee and under such penalty as may be fixed by the Committee.

Dated New York, May 25, 1908.

WARK T. COX, Chairman,
EDGAR L. MARSTON,
JOUN W. HAMER,
WEMLEN ROUSEVELT,
EE.RY K. POMROY,
Committee.

NOTICE In order to prevent any misapprehension on the part of its stockholders or the public.

of No. 25 Broad St. desires to state that notwith-standing the similarity of corporate names, it has no connection whatever with the Nevada Copper Mining & Smelting Company, also of No. 25 Broad St., concerning which articles have recently appeared in the newspapers. HENRY L. FRIDENBERG, Sec'y.

BONDS OF THE
METROPOLITAN TELEPHONE AND TELEGRAPH COMPANY.
The Mercantile Trust Company, Trustee, under a certain mortgage dated May 24th, 1888, and an agreement dated November 1, 1888, both executed by The Metropolitan Telephone and Telegraph Company, which the NEW YORK TELEPHONE COMPANY has assumed and agreed to pay, hereby invites proposals for the sale to it, on July 1st, 1908, of bonds secured by said mortgage at a price satisfactory to the NEW YORK TELEPHONE COMPANY, at a rate not exceeding par and 10 per centum premium, to such an amount as shall not exceed the sum of \$18,784,56.

GUY RICHARDS, Secretary.

New York, April 50th, 1908.

THE HAZELHURST NATIONAL BANK, located at Hazelhurst, in the State of Pennsylvania, is closing its affairs. All note holders and other creditors of the association are therefore hereby notified to present the notes and other claims for payment.

May 25th 1908.

C. E. STIMMEL, Cashier.

LOST—Union Pacific Railroad Company Common stock certificates No. Bi17213 and No. Bi17214, for ten shares each in the name of "Kuhn, Loeb & Co." Notice is hereby given to show cause why duplicates should not be issued. FOSTER & BRAITHWAITE, 27 Austin Friars, London, England.

DIVIDENDS AND INTEREST. THE DELAWARE & BUDSON COMPANY. New York, May 25th, 1908.

A quarterly dividend of TWO AND ONE-QUARTER (3)475) PER CENT. on the capital stock of this Combany will be paid at the office of the Company, 32 Nassau Street, in this city, on and after Monday, June 15, 1908, to Stockholders of record at close of business to day.

By order of the Board of Managers.

CHABLES A WALKER New York, May 25th, 1908,

RUBBER GOODS MANUFACTURING CO.

37th Regular Quarterly Preferred Dividend.
The Directors have this day declared the Thirty
seventh Regular Quarterly Dividend of One and
Three-quarters Per Cent. (1976) on the Preferred
shares, out of earlings, payable June 18th, 1908, to
all stockholders of record, at the close of business
on the 5th day of June, 1905. Checks will be mailed
to registered addresses.

New York, May 28th, 1904.

new York, May 28th. 1908.

JOHN J. WATSON, Jr., Treasurer. Central of Georgia Railway Co. COUPONS DUE JUNE 1, 1908, ON THE
CHATTANOOGA DIVISION 48,
EATONTON BRANCH PUR, MONEY,
OCONEE DIVISION,
of this company will be paid on and after June 1,
1908, at the office of the Guaranty Trust Company,
28 Nassau Street, New York.
W. C. ASKEW, Treasurer.

NEW YORK ATHLETIC CLUB.

Coupens of the 5% Debenture Bonds of the New
York Athletic Club, due January 1st, 1998, will be
paid at and after maturity on presentation at their
office, Central Park South, New York City.

M. S. PAINE, Treasurer.

ELECTIONS AND MEETINGS. UNITED STATES TRUST COMPANY
OF NEW YORK.

48 Wall Street, May 20th, 1908.
AN EXECTION for trustees whose term of office has expired and for impectors of the next election ensuing thereafter will be held at the office of the Company on the 2d day of June next (the first Tuesday) between the hours of 12 M and 1 P. M.
HENRY E. AHERN, Secretary.

No. 2. For furnishing and delivering sulphate of alumins.

No. 3. For furnishing and delivering tools, garden implements, &c.

No. 5. For furnishing and laying water mains and appurtenances in the Borough of Brooklyn.

No. 5. For hauling and laying water mains and appurtenances in the Borough of Brooklyn.

No. 6. For furnishing and delivering pipe, pipe fittings, valves, boiler tubes, etc.

No. 7. For furnishing and delivering supplies for pumping stations, reservoirs and repair years.

No. 8. For furnishing and delivering miscellance in the property of the property o

The City of New York, May 21, 1805.

Office of the Department of Parks, Arsenal Building, Fifth avenue and Sinty-fourth press, Sorvings of Manhatan, the City of New York.

SEALED BUDS OR ESTIMATES will be received by the Park Beard at the above office of the Department of Parks until 3 o'clock P. M. on THURBDAY, JURB 11, 1806.

No. 1. For furnishing all the label and materials necessary to pave with asphalt the walks in Prespect Park, Sorough of Stocklyn.

No. 2. For regulating, grading and paving or repaving with asphalt pavennest on a concrete foundation the readway of Prospect Park Plass, between Soldiers and Saliors' Arch and Prospect Park. Forcugh of Swoothyn.

No. 3. For regulating, grading and paving or repaving with asphalt pavennest on a concrete foundation the readway of Prospect Park Plass, between Soldiers' and Saliors' Arch and Prospect Park. Porcugh of Swoothyn.

No. 5. For regulating, grading and paving or repaving with asphalt pevennest on a concrete foundation the readway of the Trame Sand or Ocean Parkway, between Park Circle and Eighteenth Avegue. Sorough of Swoothyn.

For full particulars see City Record.

HENRY SMUTH.

Department of Water Supply, Gas and Electricity
Room 1886, Nos. 12 to 11 Pairt Row, Betough of Main
attan, City of New York.
SEALED BIDS OR ESTIMATES will be receive
by the Commissioner of Water Supply, Gas a
Electricity at the above office until 3 o'cleck 3 WEDNESDAY, JUNE 10, 1908.

Borough of Richmond.

1. For furnishing, delivering and lay mains and appurtenances in Morningstond, Old Stone and Amboy roads, and

ridge avenue.

For full particulars see City Record

For full particulars see City Record

Commissioner of Water Supp

Gas and Electricity.

The City of New York, May 21, 1906. The City of New York, May 21, 1806.

Department of Water Supply, Gas and Electricity, Room 1836, Nos. 18 to 21 Park Rew. Derough of Manhattan, City of New York.

SEALED BIDS OR ESTIMATES will be received by the Commissioner of Water Supply, Gas and Electricity at the above omce until 30 clock? M. on FRIDAY. JUNE 5, 1808.

Borough of Brooking.

For furnishing and delivering 81, 200 Grees Tons of Anthracite Coal.

For full particulars see City Record.

Commissioner of Water Supply.

Cas and Electricity.

The City of New York, May 22, 1808.

The City of New York, May 22, 1905.

Headquarters of the Fire Department of the City of New York, Nos. 187 and 189 East Sixty-seventh Street. Berough of Manhattan, the City of New York.

SEALED BIDS OR ESTIMATES will be received by the Fire Commissioner at the above-office until 10:30 of clock A. Mr. on WEDNESDAY, JUNE 10, 1908.

Beroughs of Breeklyn and Queens.
For furnishing and delivering new rubber tires for apparatus in the Borough of Brooklyn and in the Borough of Queens.
For full particulars see City Record.

NICHOLAS J. HAYES.

Fire Commissioner.

Dated May 27, 1908.

Dated May 27, 1908.

Main office of the Department of Street Cleaning, Room 1408, Nos. 13 to 21 Park Row, Borough of Manhattan, the City of New York.

SEALED BIDS OR ESTIMATES will be received by the Commissioner of Street Cleaning at the above office until 12 o'clock M. on TUESDAY, JUNE 9, 1908.

BOROUGH OF MANMATTAN.

Contract for furnishing and delivering 5,000 feet 214-inch rubber hose.

FOSTER CROWELL.

Commissioner of Street Cleaning.

Dated May 26, 1908.

PROPOSALS FOR CONSTRUCTION OF BAKERY

PROPOSALS FOR CONSTRUCTION OF BAKERY

War Department, Office of the Constructing
Quartermaster, New London, Conn., May 1, 1808—
Sealed proposals for the construction of a prick
or stone bakery building at Fort Terry, N. F., and
installing plumbing, electric wiring and lighting
fixtures, and heating plant, in same, will be received at this office until 10:20 A. M., June 1, 1908,
and then opened. Information furnished en application. Envelopes containing proposals should
be endorsed, "Proposals for Bakery," and addressed
WILLIAM E. HORTON, Mayor, Gr. Mr.

PROPOSALS FOR CONSTRUCTION OF LIGHT AND FOG-SIGNAL TOWER—WAY Department. Office of the Constructing Quartermaster. New London, Conn., May 1, 1905.—Scaled proposals for the construction of a light and fog signal tower at Fort Mitchie, N. Y., will be received at this affice until 11:18 A. M., June 1, 1905, and then opened. Information furnished on application. Envelopes containing proposals should be endorsed. "Froposals for Light and Fog Signal Tower," and addressed WILLIAM E. HORTON, Major, Qr. Mr.

PROPOSALS for Water and Sewer System—Office of Constructing Quartermaster, Fort Hamilton, N. Y., May 28, 1908.—Sealed proposals, in triplicate, for the extension of the water and sewer system, will be received at this office until 11 c'clock A. M., June 15th, 1808, and then opened. Bigar forms for proposals, information, .c., furnished on application. Envelopes containing proposals should be endorsed "Proposals for Water and Sewer System," and addressed to Constructing Quartermaster at Fort Hamilton, Brooklyn, N. Y.

CONSTRUCTION OF GYMNASIUM, Fort Rancock, N. J., April 30, 1808.—Sealed proposals for
construction, plumbing, heating, electric wiring
and fixtures of Gymnasium and Bowling Alley a
his post will be received here until 2 P. M., May
19, 1908, and then opened. Information furnished
application. U. S. reserves right to reject any
or all proposals. Envelopes containing proposals
thould be indorsed. "Proposals for Gymnasium."
ddressed M. N. FALLS, Captain, Constructing
ountermaster.

PROPOSALS FOR REPAIRING BULKNEAD—War Department, Office of the Constructing Guartermaster, New London, Conn., May 1, 1805.—Sealed proposals for repairing timber bulkhead at Fort Mansfield, R. I., will be received at this office until 1:20 A. M., June 1, 1808, and then opened. Information furnished on application, Envelopes containing proposals abould be endorsed. Proposals for Repairing Bulkhead, and addressed WILLIAM E. HORTON, Major, Qr.-Mr.

EARTH FILLING AND DREDGING Omes Constructing Q. M., Fort Slocum, N. Y., April 18, 1908. Scaled proposals, in triplicate, will be received until 9 A. M. June 1, 1908. For earth filling behind sea walls here. Blank forms of proposals and information furnished here, where plans and specifications may be seen. Envelopes containing proposals will be endorted "Proposals for Earth Filling, and addressed Constructing Q. M. SEA WALL—Office Constructing Q. M., Fort Sie-cum, N. Y., April 13, 1808. Scaled proposals, in triplicate, will be received until 10 A. M. June 1 1808, for construction of sea wall here. Shark wra-of proposals and information furnished here. Where plans and specifications may be seen. Envelopes containing proposals will be endorsed "Proposals in Sea Wall, and addressed Constructing Q. M.

Sea Wall, "and addressed Constructing Q. M.

ROADS, SIDEWALKS, ETC.—Office Constructing Q. M., Fort Slocum, N. Y., April 9, 1908. Sealed proposals, in triplicate, will be received until 11 A. M. June 1, 1908, for construction of roads, side walks, gutters drains, etc., here. Slank forms of proposals and information furnished here, where plans and specifications may be seen. Envelopes containing proposals will be endersed "Proposals for Roads, etc.," and addressed Constructing Q. M.

Office Commissioners District of Columbia, May 25, 1908.—SEALED PROPOSALS will be received at this office until 12 o'clock M., Montacy, June 18, 1908, for constructing sewers in the District of Columbia. Forms, specifications and necessary information may be obtained at room 43. District Sulfding, Washington, D. C. Henry B. F. Macfarland, Henry L. West, Jay J. Morrow, Commissioners. D. C. PUBLIC NOTICES.

MUNICIPAL CIVIL SERVICE COMMISSION, 200 Broadway.

PUBLIC NOTICE IS HEREBY GIVEN that 2pplications will be received from
MONDAY, MAY 25, UNTIL 4 P. M. MONDAY,
JUNE 8, 1908, For the position of STENOGRAPHER AND TYPEWRITER (FEMALE) 2nd and 3rd GRADES.

(NO application received at the effect of the Commission, by mail or otherwise, after 4 P. M. or June 8 will be accepted.).

The examination will be held en Monday, June 20, 1908, at 10 A. M.

The subjects and weights are: Spelling, 1: Speed (in taking shorthand notes), 2: Accuracy, 3: Speed (in transmitting from plain copy to macking), 2: Letter, 1: Arithmetic, 1:

The salary of the 2nd grade is from \$500 to \$1600.

The exports from the ports were 10,922 bales; since September 1, 6,900,233, against 8,026,499 last year.
Futures closed 5 points higher to 6 lower, new crop months being weaker, with the tone steady and the estimated sales 225,000 bales. Prices as follows: